

ATTACHMENT J2

March ARB Natural Gas Distribution System

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J2 March ARB Natural Gas Distribution System

J2.1 March ARB Overview

J2.1.1 History

The story of March Field began at a time when the United States was rushing to build up its military forces in anticipation of an entry into World War I. News from the front in Europe had not been good as it was explained for those at home the horror and boundless human misery associated with stalemated trench warfare. Several European news sources reported significant German efforts at this time to build a fleet of flying machines that could well alter the nature of modern warfare and possibly carry the war to the skies. In response, Congressional appropriations in early 1917 in the neighborhood of \$640 million attempted to back the plans of General George O. Squier, the Army's chief signal officer, to "put the Yankee punch into the war by building an army in the air." At the same time the War Department announced its intentions to build several new military installations. Efforts by Mr. Frank Miller, then owner of the Mission Inn in Riverside, Hiram Johnson, and other California notables succeeded in gaining War Department approval to construct an airfield at Alessandro Field located near Riverside, an airstrip used by aviators from Rockwell Field on cross-country flights from San Diego. A parade in Riverside on 9 February 1918 gave notice that an army flying field would soon be coming to Riverside.

The Army wasted no time in establishing a new airfield. On 26 February 1918, a team began excavating the building foundations at Alessandro. On 20 March 1918, Alessandro Flying Training Field became March Field, named in honor of Second Lieutenant Peyton C. March, Jr., son of the Army Chief of Staff, who had been killed in a flying accident in Texas the previous month. By late April 1918, enough progress had been made in the construction of the new field to allow the arrival of the first troops. Within a record 60 days, the grain stubble-covered plain of Moreno Valley had been partially transformed to include 12 hangars, six barracks equipped for 150 men each, mess halls, a machine shop, a post exchange, a hospital, a supply depot, an aero repair building, bachelor officer's quarters, and a residence for the commanding officer. On May 15, when the first JN-4D "Jenny" took off, March Field seemed to have come into its own as a training installation. The signing of the armistice on 11 November 1918, did not halt training at March Field initially but by 1921, the decision had been made to phase down all activities at the new base in accordance with sharply reduced military budgets. In April 1923, March Field closed its doors with one sergeant left as caretaker.

In July 1926, Congress created the Army Air Corps and approved the Army's five-year plan which called for an expansion in pilot training and the activation of tactical units. Accordingly, funds were appropriated for the reopening of March Field in March of 1927. As March Field began to take on the appearance of a permanent military installation, the Base's basic mission changed. In 1931, March Field became an operational base. Before the end of the year, the 7th Bomb Group brought its Condor B-2 and Keystone B-4 bombers to the Base.

In the decade before World War II, March Field took on much of its current appearance. The completion of the first phase of permanent buildings in 1934 added to the scenic quality of the Base. This was also a period of outstanding achievements in test flights and other contributions to the new science of aviation.

The attack on Pearl Harbor in December of 1941 quickly brought March Field back into the business of training aircrews. Throughout the war, many bombardment groups performed their final training at March before embarking for duty in the Pacific. During this period the Base doubled in area and, at the zenith of the war effort, supported approximately 75,000 troops. At the same time, the Government procured a similar-sized tract west of the San Diego highway that bordered the Base and established Camp Hahn as an anti-aircraft artillery training facility. It supported 85,000 troops at the height of its activity. In 1946, Camp Hahn became a part of March's real estate holding when operations at the Base returned to a more normal setting.

After the war, March reverted to its operational role and became a Tactical Air Command base. The main unit, the famed 1st Fighter Wing, brought the first jet aircraft, the F-80, to the Base. This deviation from the traditional bombardment training and operations functions was short-lived. In 1949, March became a part of the relatively new Strategic Air Command (SAC). Headquarters Fifteenth Air Force, along with the 33d Communications Squadron, moved to March from Colorado Springs in the same year. Also in 1949, the 22nd Bombardment Wing moved from Smoky Hill Air Force Base (AFB), Kansas to March. Thereafter, these three units remained as dominant features of Base activities.

From 1949 to 1953, the B-29 Superfortresses dominated the flightline at March AFB. For four months, July through October, the 22d saw action over Korea and in this brief period, contributed to the elimination of all strategic enemy targets. Involvement in the Korean Conflict had no sooner ended when the wing converted from the huge propeller-driven B-29s to the sleek B-47 jet bombers and their supporting tankers, the KC-97s. The KC-97s belonging to the 17th and 22d Air Refueling Squadrons represented an amazing jump in technology. Planes and crews from March began breaking altitude and distance records. The new refueling planes introduced a significant advance in operational range. Overall operational capability could now be measured in global terms. In 1960, the first Reserve unit was assigned to March, flying C-119s. The end of the 1960s saw March AFB preparing to exchange its B-47s and KC-97s for updated bombers and tankers. Increasing international tensions in Europe and elsewhere by 16 September 1963 brought March its first B-52B bomber, "The City of Riverside." Soon 15 more of the giant bombers appeared on the flightline along with new KC-135 jet "Stratotankers." March's first KC-135, "The Mission Bell," arrived on 4 October 1963. For the next 20 years these airplanes would dominate the skies as the 22d Bombardment Wing played a feature role in the SAC's mission.

During this period both tankers and bombers stood alert at March as part of America's nuclear deterrent force. The might of March's bombers and tankers, however, were soon to be used in quite another scenario. During the conflict in Southeast Asia, the 22d Bombardment Wing deployed its planes several times and March crews learned well the meaning behind such names as Young Tiger, Rolling Thunder, Arc Light, and Linebacker II. In these troubled years the Base served as a logistical springboard for supplies and equipment en route to the Pacific. Near the end of the conflict, March operated as one of the reception centers for returning prisoners of war.

Following the end of hostilities in Southeast Asia, the 22d returned to its duties as an integral part of the SAC. For the next 18 years until 1982, March effectively supported America's defensive posture. One of the post-Vietnam adjustments brought the retirement of the wing's last B-52 on 9 November 1982. This event signaled yet another era for March AFB and for the 22d. The 22d Bombardment Wing, so long a key ingredient in March's long history, would become an air refueling wing with the new KC-10 tanker. The new tankers were able to accomplish considerably more than the KC-135s. Within months after the first KC-10 arrived at March on 11 August 1982, crews quickly realized the ability of the new aircraft to carry cargo and passengers as well as impressive fuel loads over long distances. Air refueling for March AFB had entered a new age. The California Air National Guard also arrived in 1982, bringing with them the F-4Cs.

Beginning in the early 1980s, the KC-10 became the vehicle carrying March AFB into a new technological epoch. The large KC-10s, with their versatility and dependability, again gave the Base a featured part in America's efforts to retain a strong and flexible military air arm. The utter importance of the KC-10s in conventional operations became a particularly apparent during Desert Shield and Desert Storm where their outstanding service contributed measurably to the success of American forces in the defense of Saudi Arabia and the liberation of Kuwait.

During the 1980s and early 1990s, in effort to comply with Air Installation Compatibility Use Zone (AICUZ) criteria, March acquired several, relatively small parcels of land off the south side of the Base. These were the last changes to the Base "footprint" until the substantial changes driven by the Base Realignment and Closure (BRAC) decisions in the mid 1990s.

In 1993, March AFB was selected for realignment. In August 1993, the 445th Airlift Wing transferred to March from Norton AFB, California. On 3 January 1994, the 22d Air Refueling Wing was transferred to McConnell AFB, Kansas, and the 722d Air Refueling Wing stood up at March. As part of the Air Force's realignment and transition, March's two Reserve units, the 445th Airlift Wing and the 452d Air refueling Wing, were deactivated and their personnel and equipment joined under the 452d Air Mobility Wing on 1 April 1994. On 1 April 1996, March officially became March Air Reserve Base (ARB).

From the dusty stubble that once was Alessandro Flying Strip to today, March, for over 85 years, has been a key element in the advance of aviation and in the growth of the modern Air Force.

J2.1.2 Current Mission

The Air Force Reserve Command (AFRC) supports the Air Force mission to defend the United States through control and exploitation of air and space by providing global reach and global power. The AFRC plays an integral role in the day-to-day Air Force mission and is not a force held in reserve for possible war or contingency operations. The host command is the 452d Air Mobility Wing, the first established air mobility wing in the Air Force Reserve. The Base's primary associate units are the 4th Air Force, 163d Air Refueling Wing, 144th Fighter Group, and the 4th Combat Camera Squadron. Authorized aircraft for this Installation are the C-141 "Starlifter" and the KC-135E "Stratotanker." The 144th FW (Det 1) flies the F-16 aircraft. Other associate units include:

- Armed Forces Radio and Television (AFRTS) Broadcast Center
- Defense Visual Information Center
- Air Force Audit Agency Financial and Support Audit Directorate
- United States Customs Service Domestic Air Interdiction Coordination Center (DAICC)
- United States Customs Service Riverside Aviation Unit (RAU)
- Defense Commissary Agency (DeCA)
- Army Air Force Exchange Service (AAFES)
- Defense Reutilization and Marketing Office (DRMO)
- Army Corps of Engineers
- 63rd Regional Support Command (Army)
- Naval and Marine Corps Reserve Center
- Air Force Office of Special Investigation (OSI)
- Defense Printing Service (DAPs)
- 362nd Air Force Recruiting Squadron
- 144th Fighter Wing (ANG), Det. 1

J2.1.3 Physical Assets and Population

March ARB, located in the City of Moreno Valley in Riverside County, California, is an AFRC installation. March ARB occupies 2,300 acres with runway length totaling 13,300 feet. There are approximately 166 AFRC buildings on Base: 477,906 square feet administrative, 677,258 square feet industrial, and 274,406 square feet lodging. The total population of the Base is approximately 8,100 including military personnel, civilian employees and support personnel, reservists, and dependents. March ARB has an annual payroll of approximately \$150 million (combined military and civilian), and contributes significantly to the local economy through civilian employment, contracting, and purchases from local businesses with total annual expenditures of \$77 million. There are an estimated 2,357 indirect jobs created by the Base with an estimated value of \$96 million. The total economic impact created by the Base is estimated to be \$324 million.

J2.2 Natural Gas Distribution System Description

J2.2.1 Natural Gas Distribution System Fixed Equipment Inventory

The March ARB natural gas distribution system consists of appurtenances physically connected to the distribution system from the point in which the distribution system enters the Installation and Government ownership currently starts to the point of demarcation, defined by the Right of Way. The system may include, but is not limited to, pipelines, valves, regulators, meters, and cathodic protection. The actual inventory of items sold will be in the Bill of Sale at the time the system is transferred. The following description and inventory is included to provide the Contractor with a general understanding of the size and configuration of the distribution system. The Government makes no representation that the inventory is accurate. The Contractor shall base its proposal on site inspections, information in the technical library, other pertinent information, and, to a lesser degree, the following description and inventory. Under no circumstances shall the Contractor be

entitled to any service charge adjustments based on the accuracy of the following description and inventory.

Specifically excluded from the natural gas distribution system privatization:

- The compressed natural gas (CNG) vehicle fueling station located in the cantonment area.

J2.2.1.1 Description

In 1996, as a consequence of Base Realignment and Closure (BRAC) actions, the physical area of March ARB was reduced dramatically. A large section of the Base east of Interstate 215 (I-215) (northeast corner) and nearly all of the area west of I-215 was “excessed” and placed under the control of the Air Force Base Conversion Agency (AFBCA); the agency has since been redesignated the Air Force Real Property Agency (AFRPA). The remaining March ARB territory is referred to as the cantonment area; the excessed parcels are referred to as the non-cantonment area. After taking control of the non-cantonment area, the AFRPA then, in turn, began the process of transferring control of the non-cantonment area to the Joint Powers Authority (JPA), the local redevelopment authority. The existing utilities in the non-cantonment area are currently under various stages of transfer from March ARB to the AFRPA and JPA. Final disposition of the excessed property is an ongoing evolutionary process. There are also continuing negotiations, driven by recent mission changes, between March ARB, the AFRPA, and the JPA over property and facilities for which the Government would like to regain ownership. Similarly, the JPA would be interested in acquiring the federally retained “islands” west of I-215. A summation of the latest developments will be available in the technical library.

As a result of BRAC actions and simultaneous A-76 actions, the Installations MEO eliminated manpower slots required to maintain the natural gas system.

The Government has a contract, issued by AFBCA, with JPA that is commonly referred to as the Caretaker Contract. It exists to manage Air Force real property outside the cantonment area until it has been disposed of. As an experiment, AFBCA was also responsible for furnishing utility support inside the cantonment area for a time after realignment. For four years, Pacific Energy, the parent company of Southern California Gas Company (SCGC) was under contract to provide a range of gas utility services within the perimeter of March ARB. This contract between JPA and Pacific Energy was the primary means for maintenance of the natural gas distribution system inside the cantonment area and included several other initiatives.

In April 1999, SCGC submitted a proposal to separate the gas systems within the cantonment area from the non-cantonment area. Seventeen sites along the boundary of the cantonment and non-cantonment area were identified in the separation action; SCGC subsequently completed the process of separating gas lines along the boundary. Within the non-cantonment area are several facilities that March ARB will continue to own and operate as Government facilities. These facilities include the Telephone Switch (2620 and 2622), Commissary (1000), Exchange (758), Office of Special Investigation (OSI) (2640 and 2641), and the AFRTS Broadcast Center (2730). As result of the SCGC separation projects, these facilities must receive gas from the non-cantonment natural gas system since there are no

remaining connections to the cantonment area gas system. It is envisioned that these facilities will be metered and billed separately for natural gas consumption.

In April 2002, the SCGC contract for maintenance of the gas distribution system inside the cantonment area was abruptly terminated. Since the Installation did not have sufficient manpower for in-house maintenance, the Base took immediate action to establish blanket purchase agreement (BPA) contract mechanisms for maintenance of the gas system.

Currently, SCGC supplies odorized natural gas to the Base cantonment area through a single regulator and meter station located on the northwest side of the Base near the 215 freeway. Purchase of the gas is through a Government-wide supply contract. From the point of delivery, gas is distributed to the Base by a 4,700-foot long 10-inch line that separates into two trunk lines. One trunk is a six-inch diameter pipe approximately 4,300 feet long servicing mostly the hangars along Graeber Street and the southeast area of the Base. The other trunk is four-inch diameter, approximately 3,600 feet long, servicing the north portion of the cantonment area. The remaining gas lines, two-inch and three-inch lines, feed from these trunk lines, providing service to facilities. According to Base reports, the starting distribution pressure is 18 pounds per square inch gauge (psig) immediately downstream of the pressure regulator near the supply connection, and is reduced to 7 psig by pipe friction at the southeast end of the line along Graeber Street.

The original gas lines are coated and wrapped steel gas lines with cathodic protection supplied by impressed current system located throughout the gas system. Under the current situation, only two cathodic protection systems were found to be out of tolerance. In addition to space and water heating requirements, the natural gas system supplies fuel to a natural gas fueled vehicles facility in the cantonment area.

Prior to cantonment and non-cantonment area separation, the gas to the southeastern portion of the Base could reach the area by means of a looped system. With separation, the gas supply to the southeastern area of the Base will only be through the six-inch line along the Graeber Street. At this point, a natural gas system pressure-demand distribution gas model has not been conducted to determine if adequate pressure will be available in all areas of the cantonment area during critical demand periods.

Base property records indicate that nearly all of the cantonment area gas system was installed 1941. Virtually all of the natural gas facilities owned by the Base are underground and could not be visually inspected. Average depth of burial is 36".

Most of the March ARB gas piping was protected at one time by an impressed current system. In August 1996, SCGC performed a general assessment of the cathodic protection (CP) system. Of the 27 subsystems identified, 15 were found to be out-of-tolerance while 12 subsystems found to be operating satisfactorily. A subsequent field inspection of the 12 satisfactory subsystems was conducted in July 1998. Seven of the 12 were found to be in satisfactory condition while the remaining 5 were either out-of-tolerance or only marginally effective. Deterioration of the overall system was apparent. Several remedial steps were recommended that ranged from establishment of a new program of record-keeping and working files to the physical restructuring of the system. The recommended starting point for physical restructuring was to shut down the entire system to allow the structures to

depolarize. Tests could then be conducted to evaluate the structures and tailor the cathodic protection system accordingly.

J2.2.1.2 Inventory

Table 1 lists the major natural gas distribution components included in the privatization package. Drawings used to develop the inventory were the Comprehensive Plan Tab G-6a, Sheet 1.

TABLE 1
 Fixed Inventory
Natural Gas Distribution System – March ARB

Component	Size	Unit	Quantity	Approximate Year of Construction
Pipe				
Black / C&W Steel	1"	LF	750	1941
Black / C&W Steel	2"	LF	7,400	1941
Black / C&W Steel	2-2½"	LF	9,510	1941
Black / C&W Steel	3"	LF	7,748	1941
Black / C&W Steel	3"	LF	482	1965
Black / C&W Steel	4"	LF	3,570	1941
Black / C&W Steel	6"	LF	4,330	1941
Black / C&W Steel	10"	LF	4,660	1941
Valves and Regulators				
Plug Valves (Services)	1"	EA	15	1941
Plug Valves (Services)	2"	EA	74	1941
Plug Valves (Services)	2-2½"	EA	95	1941
Plug Valves (Services)	3"	EA	31	1941
Plug Valves (Services)	3"	EA	2	1965
Plug Valves (Services)	4"	EA	14	1941
Plug Valves (Services)	6"	EA	9	1941
Plug Valves (Services)	10"	EA	10	1941
Regulators (Services)	1"	EA	7	1941
Regulators (Services)	2"	EA	84	1941
Regulators (Services)	3"	EA	15	1941
Regulators (Services)	3"	EA	1	1965
Regulators (Services)	4"	EA	7	1941
Regulators (Services)	6"	EA	4	1941
Regulators (Services)	10"	EA	5	1941
Meters				
Meters	2"	EA	53	1941
Cathodic Protection				
Anodes	9#	EA	189	1980
Rectifier	28V/10A	EA	27	1980
Anode Backfill		LB	18,900	1980
Conductor	#8	SCLF	8,100	1980

Component	Size	Unit	Quantity	Approximate Year of Construction
Test Station		EA	3	1980
Notes:				
EA = each		LF = linear feet		
C&W = coated and wrapped		LB = pounds		
A = amp		V = volt		

J2.2.2 Natural Gas Distribution System Non-Fixed Equipment and Specialized Tools

Tables 2 and **3** would typically list other ancillary equipment (spare parts) and specialized vehicles and tools included in the purchase. Since the natural gas system usually requires little maintenance, there is only a limited amount of material maintained in the utility shop inventory for emergency repairs as reflected in **Table 2**. Since the utility shop is responsible for maintenance of the water, sewer, fire protection, and irrigation systems as well as the natural gas systems, and since the natural gas system is the only utility shop system included in this privatization package, equipment and tools must be retained for maintenance of the Government-retained utility systems. There are no tools or equipment items available for purchase. Hence, **Table 3** reflects no items available for privatization purchase.

TABLE 2
 Spare Parts
Natural Gas Distribution System – March ARB

Quantity	Item	Description	Location
None			

TABLE 3
 Specialized Vehicles and Tools
Natural Gas Distribution System – March ARB

Description	Quantity	Location	Maker
None			

J2.2.3 Natural Gas Distribution System Manuals, Drawings, and Records

Table 4 lists the manuals, drawings, and records that will be transferred with the system.

TABLE 4
 Manuals, Drawings, and Records
Natural Gas Distribution System – March ARB

Quantity	Item	Description	Remarks
1	Drawing Set	Comprehensive Plan, Tab C-5, 1997	
1	Drawing Set	Cathodic Protection Diagrams	
1	System Study	System Separation Proposal, SCGC, 1999	
	Leak Surveys		Multiple years

J2.3 Specific Service Requirements

The service requirements for the March ARB natural gas distribution system are as defined in the Section C, *Description/Specifications/Work Statement*. The following requirements are specific to the March ARB natural gas distribution system and are in addition to those found in Section C. If there is a conflict between requirements described below and Section C, the requirements listed below take precedence over those found in Section C.

- The Contractor will be required to mark his own utilities and will be responsible for initiating, officiating, and tracking digging permits for his own utilities. The Contractor will provide not less than 5 and not more that 15 working days notice of any needed excavations to the 452d CES and to said Utilities Privatization Administrative Contracting Officer so the location of underground utilities may be located and marked by the applicable utility owner.

J2.4 Current Service Arrangement

- Odorized natural gas is purchased from SCGC.
- Usage fluctuations are driven primarily by heating loads and have considerable variation. In examining monthly consumption figures for fiscal years (FY) 2002 and 2003, the low monthly figure was 737 MCF in September 2002, while the high figure was 9,056 MCF in January 2002. Total annual consumption for FY 2002 and FY 2003 was 54,238 MCF, and 45,137 MCF, respectively.
- There are apparently no contentious Certificate of Public Convenience and Necessity (CPCN) issues. The Base does not lie within the boundaries of any municipality; as only municipalities may issue franchises, March ARB is by default not subject to any franchise territory for the gas utility. The Base is bordered by distribution territory over which SCGC holds a CPCN.

J2.5 Secondary Metering

J2.5.1 Existing Secondary Meters

Table 5 provides a listing of the existing (at the time of contract award) secondary meters that will be transferred to the Contractor. Meters are all low-pressure meters, working off the system distribution of 12 psig. The Contractor shall provide meter readings for all secondary meters IAW Paragraph C.3.3 and J2.6 below.

TABLE 5
 Existing Secondary Meters
Natural Gas Distribution System – March ARB

Meter No.	Building No.	Meter No.	Building No.
1	2272	28	400
2	2270	29	426
3	2274	30	465
4	2273	31	176
5	2276	32	317
6	2275	33	311
7	2246	34	373
8	2340	35	602
9	2328	36	600
10	2321	37	601
11	2327	38	265
12	2320	39	1208
13	2339	40	1246
14	2314	41	1213
15	2313	42	110A
16	2315	43	110B
17	2330	44	110C
18	2306A	45	110D
19	2306B	46	2404
20	2305	47	2408
21	2309	48	2500(A)
22	2300	49	2500(B)
23	2271	50	Wash Rack
24	420	51	NGV STA
25	423	52	2291
26	429	53	456
27	457		

J2.5.2 Required New Secondary Meters

The Installation has suggested no new meter requirements

TABLE 6
 New Secondary Meters
Natural Gas Distribution System – March ARB

Location	Description
None	

J2.6 Monthly Submittals

The Contractor shall provide the Government monthly submittals for the following:

1. **Invoice** (IAW G.2): The Contractor's monthly invoice shall be presented in a format proposed by the Contractor and accepted by the Contracting Officer. Invoices shall be submitted by the 25th of each month for the previous month. Invoices shall be submitted to:

Name: 452 MSG/CER, Resource Management
Address: 610 Meyer Drive, Bldg. 2403
 March ARB, CA 92518-3363
Phone number: (909) 655-2115

2. **Outage Report:** The Contractor's monthly outage report will be prepared in the format proposed by the Contractor and accepted by the Contracting Officer. Outage reports shall be submitted by the 25th of each month for the previous month. Outage reports shall be submitted to:

Name: 452 MSG/CER, Resource Management
Address: 610 Meyer Drive, Bldg. 2403
 March ARB, CA 92518-3363
Phone number: (909) 655-2115

3. **Meter Reading Report:** The monthly meter reading report shall show the current and previous month readings for all secondary meters. The Contractor's monthly meter reading report will be prepared in the format proposed by the Contractor and accepted by the Contracting Officer. Meter reading reports shall be submitted by the 15th of each month for the previous month. Meter reading reports shall be submitted to:

Name: 452 MSG/CER, Resource Management
Address: 610 Meyer Drive, Bldg. 2403
 March ARB, CA 92518-3363
Phone number: (909) 655-2115

4. **System Efficiency Report:** If required by Paragraph C.3, the Contractor shall submit a system efficiency report in a format proposed by the Contractor and accepted by the Contracting Officer. System efficiency reports shall be submitted by the 25th of each month for the previous month. System efficiency reports shall be submitted to:

Name: 452 MSG/CER, Resource Management
Address: 610 Meyer Drive, Bldg. 2403
March ARB, CA 92518-3363
Phone number: (909) 655-2115

J2.7 Energy Saving Projects

IAW Paragraph C.3, Requirement, there are currently no energy-saving projects that would have any significant effect on the natural gas distribution system.

J2.8 Service Area

IAW Paragraph C.4, Service Area, the service area is defined as all areas within the March ARB boundaries.

J2.9 Off-Installation Sites

There are no off-Installation site natural gas components included in the sale of the March ARB natural gas distribution system.

J2.10 Specific Transition Requirements

The Installation has suggested no service connections and disconnections required upon transfer.

TABLE 7
Service Connections and Disconnections
Natural Gas Distribution System – March ARB

Location	Description
None	

J2.11 Government Recognized System Deficiencies

The March ARB natural gas system components are well past their expected life. As described earlier (Paragraph J2.2.1.1), the cathodic protection system for steel components requires a comprehensive overhaul. The level of investment for cathodic protection system repairs should be carefully weighed in light of the overall age of the gas system and the requirement for early replacement. If the existing steel pipe were replaced with modern polyethylene (PE) pipe, there would be no requirement for natural gas cathodic protection. The cathodic protection system is therefore listed as a deficiency in Table 8.

TABLE 8
 System Deficiencies
Natural Gas Distribution System – March ARB

Project Location	Project Description
Cathodic Protection System	<i>See Paragraph J2.2.1.1 for a discussion of the deficiency.</i>

J2.12 Right of Access to the Utility System

Exhibit A – Map of Premises

Exhibit A map or maps from the Base Comprehensive Plan or other drawings show the known locations of the utility system and are available at the Base Civil Engineering Office. Portions of the utility system may not be fully shown on the map or maps. Any such failure to show the complete utility system on the map or maps shall not be interpreted as that part of the utility system being outside the Premises. The Premises are co-extensive with the entire linear extent of the utility system sold to Grantee, whether or not precisely shown on the map or maps.

Exhibit B – Description of Premises

B.1. General Description of the Utility System, Lateral Extent of the Right-of-Way, and Points of Demarcation:

UTILITY SYSTEM DESCRIPTION:

The utility system may be composed of, without limitation, the district regulator stations, distribution mains, valves, valve boxes, service lines, regulators, cathodic protection system components including but not limited to anodes and test stations, service lines, and meters used to deliver natural gas to end users on the Installation.

LATERAL EXTENT OF UTILITY SYSTEM RIGHT-OF-WAY:

26-feet-wide, extending 13 feet on each side of the utility system, as installed.

UTILITY SYSTEM POINTS OF DEMARCATION:

The point of demarcation is defined as the point on the utility system where ownership changes from the utility system owner to the facility owner. The table below identifies the type and general location of the point of demarcation with respect to the facility for each scenario

Point of Demarcation (POD)	Applicable Scenario	Sketch
POD is the down stream side of the natural gas meter.	Natural gas service to the building is metered.	<p>The sketch shows a rectangular box labeled 'Structure' on the left. A horizontal line representing the 'Distribution Line' runs from the right towards the structure. A vertical line labeled 'Service Line' connects the 'Distribution Line' to the 'Structure'. A 'Meter' is located on the 'Service Line' just before it enters the 'Structure'. An arrow points to the meter with the label 'Point of Demarcation'.</p>
POD is the down stream side of the pressure regulator.	Natural gas service to the building is regulated but not metered.	<p>The sketch shows a rectangular box labeled 'Structure' on the left. A horizontal line representing the 'Distribution Line' runs from the right towards the structure. A vertical line labeled 'Service Line' connects the 'Distribution Line' to the 'Structure'. A 'Pressure Regulator' is located on the 'Service Line' just before it enters the 'Structure'. An arrow points to the pressure regulator with the label 'Point of Demarcation'.</p>
POD is the down stream side of the closest apparatus to the exterior of the facility.	More than one apparatus is connected to the service line feeding the facility.	<p>The sketch shows a rectangular box labeled 'Structure' on the left. A horizontal line representing the 'Distribution Line' runs from the right towards the structure. A vertical line labeled 'Service Line' connects the 'Distribution Line' to the 'Structure'. Both a 'Pressure Regulator' and a 'Meter' are located on the 'Service Line' just before it enters the 'Structure'. An arrow points to the meter with the label 'Point of Demarcation'.</p>

Point of Demarcation (POD)	Applicable Scenario	Sketch
POD is the closest shutoff valve to the exterior of the building.	No meter or regulator exists at the facility.	

UNIQUE POINTS OF DEMARCATION:

The following table lists anomalous points of demarcation that do not fit any of the above scenarios.

Building No.	Point of Demarcation (POD) Description
SCGC-owned metering, regulation, and odorization station	Point of demarcation will be at the first mechanical connection inside the March ARB perimeter fence, downstream of the SCGC-owned metering and regulation station near Building 1800.
Government-owned compressed natural gas vehicle filling station.	Point of demarcation will be the downstream side of the fueling station service line cutoff valve. (Located approximately 200yards north of Building 2403.)

B.2. Description of Restricted Access Areas Under Condition 22.2:

Description	Facility No.	State Coordinates	Other Information
None			

Exhibit C – Environmental Baseline Survey

The Air Force has determined that it is not required to conduct an EBS in regard to the sale of this utility system.